CHAPARRAL

Area Structure Plan and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

SEPTEMBER 1988

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Area Structure Plan

CHAPARRAL AREA STRUCTURE PLAN
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PART I - THE AREA STRUCTURE PLAN

1.1 PLANNING AREA

Chaparral is an area of approximately one square mile, located immediately east of Highway 2 and south of Marquis of Lorne Trail (Highway 22X). The area, annexed in 1981, is bounded by the city limits from the east, south and west. The future planning of the adjacent lands in the M.D. of Foothills #31 has been considered in this plan, although no land use policies are proposed for these areas.

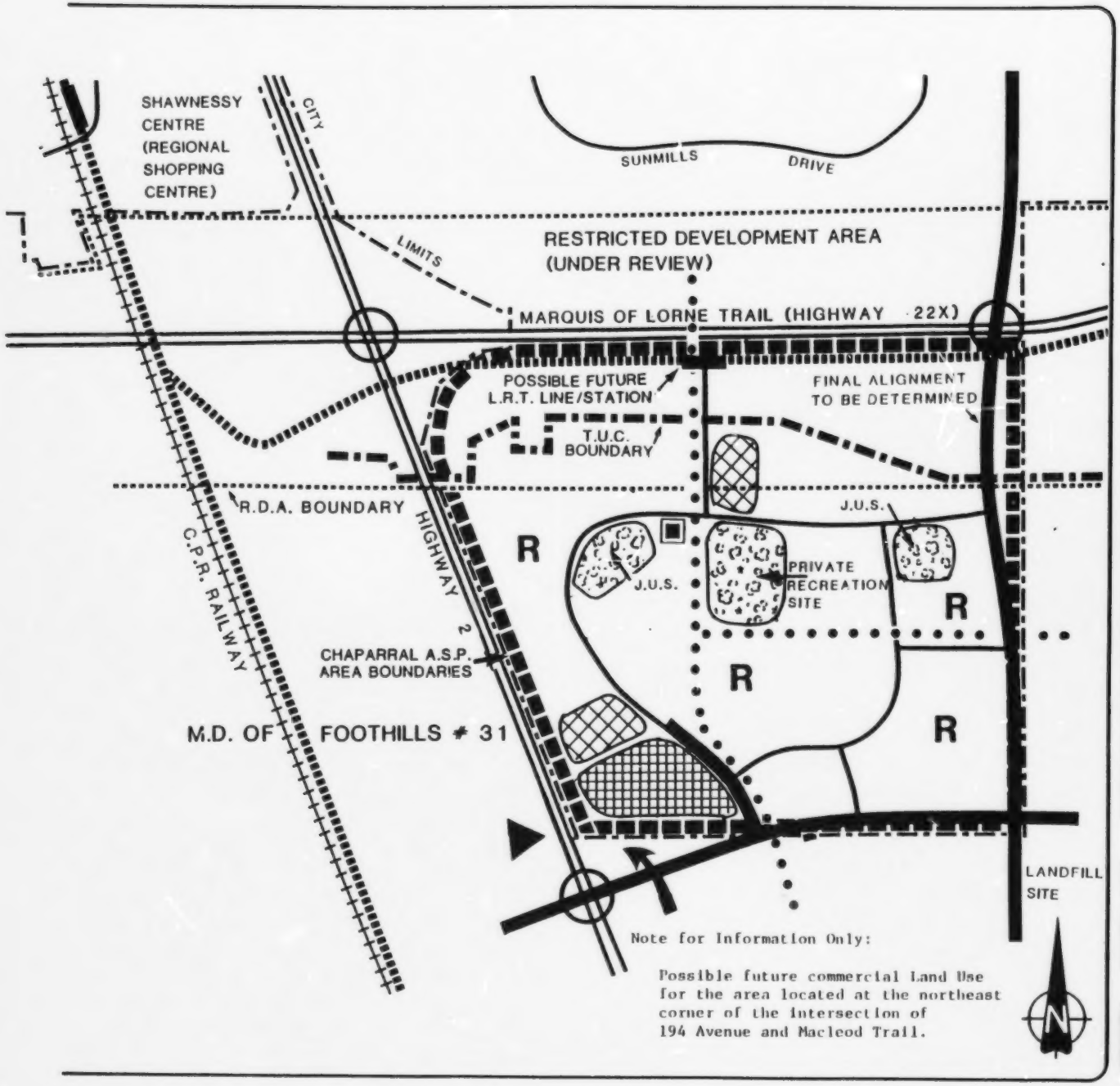
City Council approved the name Chaparral for this area in June 1982

1.2 PLANNING CONCEPT

Chaparral is intended as a residential community with a population between 6500 and 8000 people, based upon an anticipated density range of 12 to 15 units per gross hectare (5 to 6 units per acre). An office and retail site, roughly 12 hectares (30 acres) in size, will be located at the southwest corner of the area, separating residential uses from Highway 2 (Macleod Trail). Provision is also made for a large central open space, including a lake, as the main recreational feature in the area.

The study area is bounded by Marquis of Lorne Trail and Highway 2, both of which will provide access to Chaparral. The access from Marquis of Lorne Trail will be at the northeast corner of the study area, and will lead to a major road. A temporary access will be provided from Highway 2 at the southern boundary of the area, to be replaced by a permanent access 175 metres (575 feet) further south when warranted by the extent of development in this general area. This permanent access will also lead to a major road.

Provision has been made in this plan for a possible future L.R.T. station to be located at the northern periphery of the community.


SHAWNESSY CENTRE (REGIONAL SHOPPING CENTRE)
CITY LIMITS
SUNMILLS DRIVE
RESTRICTED DEVELOPMENT AREA (UNDER REVIEW)
MARQUIS OF LORNE TRAIL (HIGHWAY 22X)
POSSIBLE FUTURE L.R.T. LINE/STATION
T.U.C. BOUNDARY
FINAL ALIGNMENT TO BE DETERMINED
R.D.A. BOUNDARY
HIGHWAY 2
C.P.R. RAILWAY
J.U.S.
PRIVATE RECREATION SITE
CHAPARRAL A.S.P. AREA BOUNDARIES
M.D. OF FOOTHILLS # 31
LANDFILL SITE
R
Note for Information Only:
Possible future commercial Land Use for the area located at the northeast corner of the intersection of 194 Avenue and Macleod Trail.
N

CHAPARRAL

MAP 1

TITLE LAND USE/ TRANSPORTATION PLAN

LEGEND

- R — RESIDENTIAL
- POSSIBLE LOCATION FOR MULTIPLE FAMILY HOUSING
- COMMERCIAL
- OPEN SPACE (J.U.S.)/ PRIVATE RECREATION SITE
- FREEWAY/ EXPRESSWAY
- MAJOR ROAD
- PRIMARY COLLECTOR/ COLLECTOR
- INTERIM ACCESS
- POSSIBLE FUTURE L.R.T. LINE & STATION (TENTATIVE)
- PEDESTRIAN/CYCLIST PATHWAY
- COMMUNITY ASSOCIATION SITE

DATE MAY 1988

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25mi 0.5mi
0 400m 800m

1.3 PLANNING POLICIES (Map 1)

1.3.1 Residential Areas

1. The predominant form of housing in Chaparral will be single family. At the discretion of the developer, or as required by the Approving Authority, provision will also be made for multiple family sites.

2. The location of multiple family development, to the extent required, will be determined at the outline plan stage. Possible sites are adjacent to the office/retail area, and in the northern part of the community close to the future L.R.T. station.

3. The overall residential density is anticipated to be between 12 and 15 units per gross hectare (5 to 6 units per acre). Outline plans for densities above or below this range will be considered for approval in accordance with the density guidelines in the Calgary General Municipal Plan.

1.3.2 Commercial Areas

Provision has been made for a commercial office and retail development on the site adjacent to Chaparral's access from Highway 2. The size of this development is to be determined at the outline plan stage. In addition, a local commercial site may be located on the primary collector/collector road.

- To protect the residential areas in Chaparral, highway-oriented uses shall be excluded from any commercial development in this area.

1.3.3 Open Space

The open space system in Chaparral is comprised of the following:

1. Two joint use sites, one of 4.6 hectares (12 acres) and the other 2.4 hectares (6 acres), are provided for possible future schools and playgrounds. These sites are to be located on primary collector/ collector roads.

2. A regional pedestrian/cyclist pathway system will connect to the Bow Valley escarpment to the east, Pine Creek to the south, and the proposed L.R.T. station and Sundance community to the north. To achieve this, a pedestrian bridge over Marquis of Lorne Trail will be required.

3. A community association site, of roughly 1.6 hectares (4 acres), to be located toward the centre of the community and adjacent to a joint use site, is provided.

4. A large private recreation area, 20 hectares (50 acres), is also provided on a central site.

5. Tot lots, feature parks and local pedestrian/cyclist pathways shall be provided as appropriate throughout the community.

The elements of the open space system shown on Map 1 are conceptual only. Their final size and configuration will be determined at the outline plan stage.

1.3.4 Roads

The roadway network intended to serve Chaparral is shown conceptually on Map 1. It provides the basis for the more detailed outline plans which must satisfy the following requirements:

1. The alignment of the major roads shall be approximately as shown to accommodate the traffic volumes resulting from development of Chaparral and adjoining lands.

2. The concept of an internal roadway loop shall be maintained as it will be required for the bus service. Apart from this requirement, the configuration of the primary collector/collector roads is flexible and can be modified.

3. The temporary access road from Highway 2 is to be located at the southern boundary of the study area and shall be designed to a standard acceptable to the Transportation Department.

4. The permanent access shall be located not less than 175 metres (575 feet) south of the temporary access road.

1.3.5 L.R.T.

The extension of the L.R.T. line from Anderson Road station to Midnapore has been approved by City Council in the Transportation Improvements Priorities Study Update, 1986 and is proposed for construction between 1991 to 1994. The location of the extension to Shawnessy was approved by Council in the South L.R.T. Extension Functional Study, 1982, although no commitment was made with regard to time of construction.

Long term plans for extending the L.R.T. south of Shawnessy provide for two possible alignments. The first will be in a southerly direction along the C.P.R. right-of-way to serve future development in the Macleod Trail/Highway 2 corridor. The second will be in an easterly direction along the southside of Marquis of Lorne Trail to serve the residential communities of Chaparral and McKenzie. Therefore:

1. The future L.R.T. alignment in Chaparral, shown conceptually on Map 1, is to be finalized in consultation with Alberta Transportation and Utilities, and subsequently its right-of-way shall be protected.

2. In approving outline plans for Chaparral, the Approving Authority shall ensure adequate pedestrian and vehicular access to the L.R.T. station.

These policies, however, do not imply a commitment to construct the L.R.T. to serve Chaparral or any other community south of Midnapore.

1.3.6 Bus Service

1. The internal roadway loop is to be utilized as a bus route.

2. To ensure adequate bus service, all residential areas should be within a walking distance of 450 metres (1476 feet) from the internal roadway loop.

3. Initially, the bus route is planned to connect to the Anderson Road L.R.T. station. Should the L.R.T. line be extended in the future to Canyon Meadows, Midnapore, Shawnessy or Chaparral, the bus route will connect to the nearest L.R.T. station.

1.3.7 The Restricted Development Area

The purpose of the Restricted Development Area (R.D.A.) regulation is to protect the rights-of-way of a future ring road and major utility corridor. Lands within a quarter mile from Marquis of Lorne Trail were included initially in the R.D.A.

As a result of a more recent assessment of rights-of-way requirements, a new boundary has been defined, which is now referred to as the Transportation and Utility Corridor (T.U.C.). The new boundary covers a smaller area than the R.D.A., and the area between the two boundaries is considered surplus to the T.U.C. requirements. This area amounts in Chaparral to 19 hectares (47 acres) and will be made available for development.

1. In approving outline plans for Chaparral, the Approving Authority shall ensure proper pedestrian and vehicular access to the R.D.A. lands. This access is required for the installation and maintenance of utilities and for other potential uses (e.g., development on surplus lands, pedestrian/cyclist pathways, etc.).

2. The Approving Authority shall also ensure that the utilities planned for Chaparral can be extended to service any potential development on the surplus lands.

1.3.8 Utilities

Almost all the underground utilities can be extended from Sundance across the T.U.C. to service future development in the study area. The only exception is the stormwater drainage which must be developed as a separate system (including an outfall to the Bow River to the east).

1. The utility easement along the western boundary of Section 23 in Chaparral should be maintained. This easement protects the

existing gas and power lines, and will be needed to service Chaparral and its surrounding areas south of Marquis of Lorne Trail.

2. The sanitary and storm sewer systems for Chaparral should be sized to accommodate future development in the area between its eastern boundary and the Bow Valley escarpment.

Further information on servicing is provided in the supporting information portion of this document.

1.3.9 Impact of the Landfill Site

A landfill site is located in the northwest quarter of Section 13, outside the study area, and has recently resumed operation (Map 3). The Public Health Act requires a separation of 457 metres (1500 feet) between any residential area and a landfill operation. Apart from this, the Subdivision Regulation of the Planning Act requires a 305 metre (1000 foot) buffer between residential uses and a landfill site.

o As long as the landfill operation continues, the appropriate setback requirements will have to be adhered to.

1.3.10 Development Approvals

1. When deciding upon a land use or outline plan application, the Approving Authority shall consider the probable impact it will have upon the road system having regard to the timing of the following proposed transportation improvements to accommodate development south of Fish Creek:

   i) As population south of Fish Creek increases from 15,000 to 27,000, grade-separated interchanges on MacLeod Trail at Anderson Road and Canyon Meadows Drive, and the L.R.T. extension to Midnapore will be required.

   ii) To accommodate further increases in the area population to 64,000, Sarcee Trail should be extended to Marquis of Lorne Trail, and an interchange should be constructed at MacLeod Trail and Shawnessy Boulevard.

   iii) Further population increase would require the extension of the Deerfoot Trail to Highway 2, as well as two interchanges on Highway 2 between Marquis of Lorne Trail and Pine Creek.

   iv) Further population increases will require monitoring of the intersections of Heritage Drive and Southland Drive on Macleod Trail in order that the Transportation Department can assess the impact of additional downstream traffic at these points and make recommendations for improved traffic flows at these intersections.

2. Development of Chaparral should proceed from the northeastern part of the area to the west and the south, following the construction phasing of underground utilities.

Supporting Information

SUPPORTING INFORMATION TO THE CHAPARRAL AREA STRUCTURE PLAN
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PART II - SUPPORTING INFORMATION

2.1 PLANNING AREA

2.1.1 Location and Background (Map 2)

Chaparral is located at the southern periphery of the city's built-up area, roughly 16 kilometres (10 miles) from the city centre. To the north of Chaparral is the community of Sundance and to the northwest are the communities of Millrise and Shawnessy. A regional shopping centre, highway commercial uses, and possibly a hospital site are planned for the area immediately north of Marquis of Lorne Trail and west of Macleod Trail to the northwest of the study area.

2.1.2 Natural Features

Chaparral is part of the upland plateau which extends from Fish Creek valley to Pine Creek valley, and from the escarpment of the Bow River to a shallow channel west of Macleod Trail. Marquis of Lorne Trail bisects this plateau and separates the undeveloped area to the south from the area currently under development to the north.

There are three recognizable drainage areas within Chaparral. The northern half drains in the easterly direction, and the southeastern portion drains to a ravine within the Bow Valley escarpment. The southwest portion drains into two shallow depressions forming sloughs in the wet season. The topographic variations of these drainage areas are minor, with the elevation difference not exceeding 7 metres (23 feet) over a distance of roughly 750 metres (2460 feet). The balance of the upland plateau is also flat, except for a shallow depression in Section 14.

The ridge defining the eastern and southern boundaries of the upland plateau offer interesting views of the Bow River valley to the east and Pine Creek valley to the south. This ridge begins east of the study area and extends roughly 8 kilometres (5 miles) south of the study area. Priddis Slough, located to the west, has been steadily declining in size over the last several years. North of Marquis of Lorne Trail, the slough is virtually dry.

CHAPARRAL

MAP 2

TITLE

LOCATION

LEGEND

STUDY AREA

DATE

MAY 1988

THE CITY OF CALGARY

0 1 2 MILE

0 1 2 3 KM

2.1.3 Soils and Geology

The soil in the Chaparral area is mostly silt, sand and clay deposits over a mixture of silt, gravel, sand and clay. This is the same composition as in the balance of the upland plateau. The soil in this area is susceptible to frost heaving.

In the Bow River valley, to the east of the study area, the soil is composed of well sorted gravels and sand deposits under a thin layer of loam. The gravel deposits are up to 7.0 metres (23 feet) in depth and are part of a 500 hectare (1235 acre) resource which extends for 10 kilometres (6 miles) in the Bow River valley south of Calgary.

Bedrock is exposed along the steep valley walls of the Bow River and Pine Creek, east and south of the study area, but depth to the bedrock does not present a significant constraint to development.

2.1.4 Historical Resources

An initial appraisal of the study area and its surroundings suggests these areas may possibly include significant archaeological sites, particularly along escarpments of the Bow River and Pine Creek valleys. Alberta Culture may therefore require archaeological surveys or historical impact assessment prior to development approval, as provided for by the Historical Resources Act regulation.

3.1 EXISTING CONDITIONS

3.1.1 Land Ownership

Genstar Development Company has an interest in 194 hectares (480 acres) in Chaparral. The balance of the study area, roughly 81 hectares (200 acres), is within the Transportation and Utility Corridor and has been acquired by the Provincial Government.

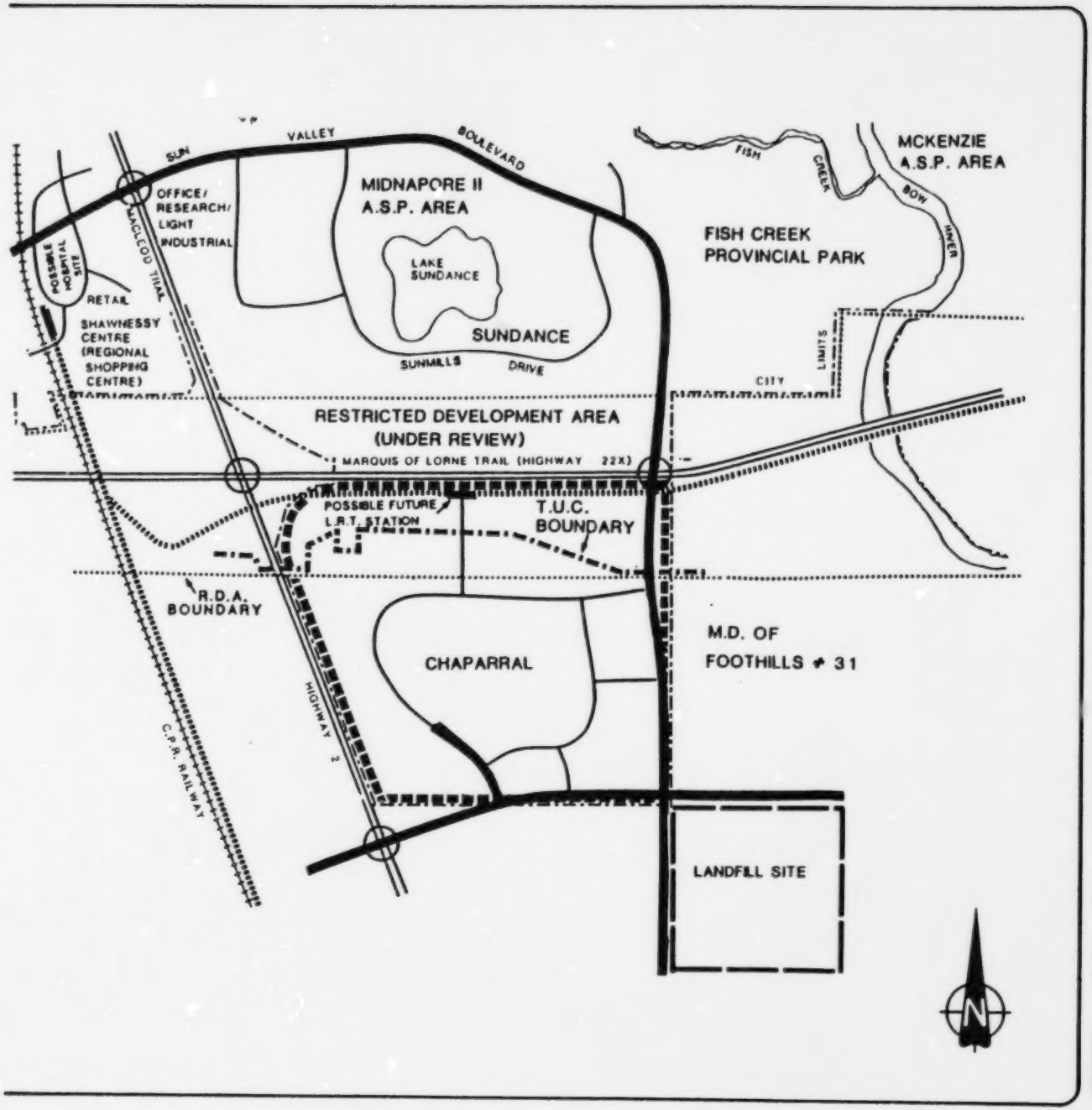
3.1.2 Existing Land Uses and Land Use Designations (Map 3)

Most of the land on the upland plateau, including Chaparral, is utilized for farming purposes: cereal crop production, grazing, etc. Gravel mining is taking place in the Bow River valley, and is likely to continue for sometime. Another gravel mining site is located immediately south of the study area in the northwest quarter of Section 14, but this operation is no longer active.

A landfill site exists on Section 13 southeast of the study area. A small cemetery is located nearby in the northeast corner of Section 11.

The area west of Highway 2, apart from the Priddis Slough, is occupied by rural uses and a number of small structures.

The study area is designated Urban Reserve (UR) in Land Use By-law 2P80.



CHAPARRAL

MAP 3

TITLE

LAND USE CONTEXT

LEGEND

- FREEWAY/ EXPRESSWAY
- MAJOR ROAD
- PRIMARY COLLECTOR/ COLLECTOR
- POSSIBLE FUTURE L.R.T. LINE & STATION (TENTATIVE)
- STUDY AREA BOUNDARY

DATE

MAY 1988

THE CITY OF CALGARY

0 1/4 1/2 3/4 MI

0 1/2 1 KM

4.1 POLICY CONTEXT

4.1.1 Land Use Policy Context

As shown on Map 4, four planning policy documents have been approved by Council for the lands in the vicinity of Chaparral:

1. Midnapore I Design Brief, 1975 (amended in July, 1985);

2. Midnapore II Area Structure Plan, 1979;

3. McKenzie Area Structure Plan, 1979; and

4. East McKenzie Area Structure Plan; 1986.

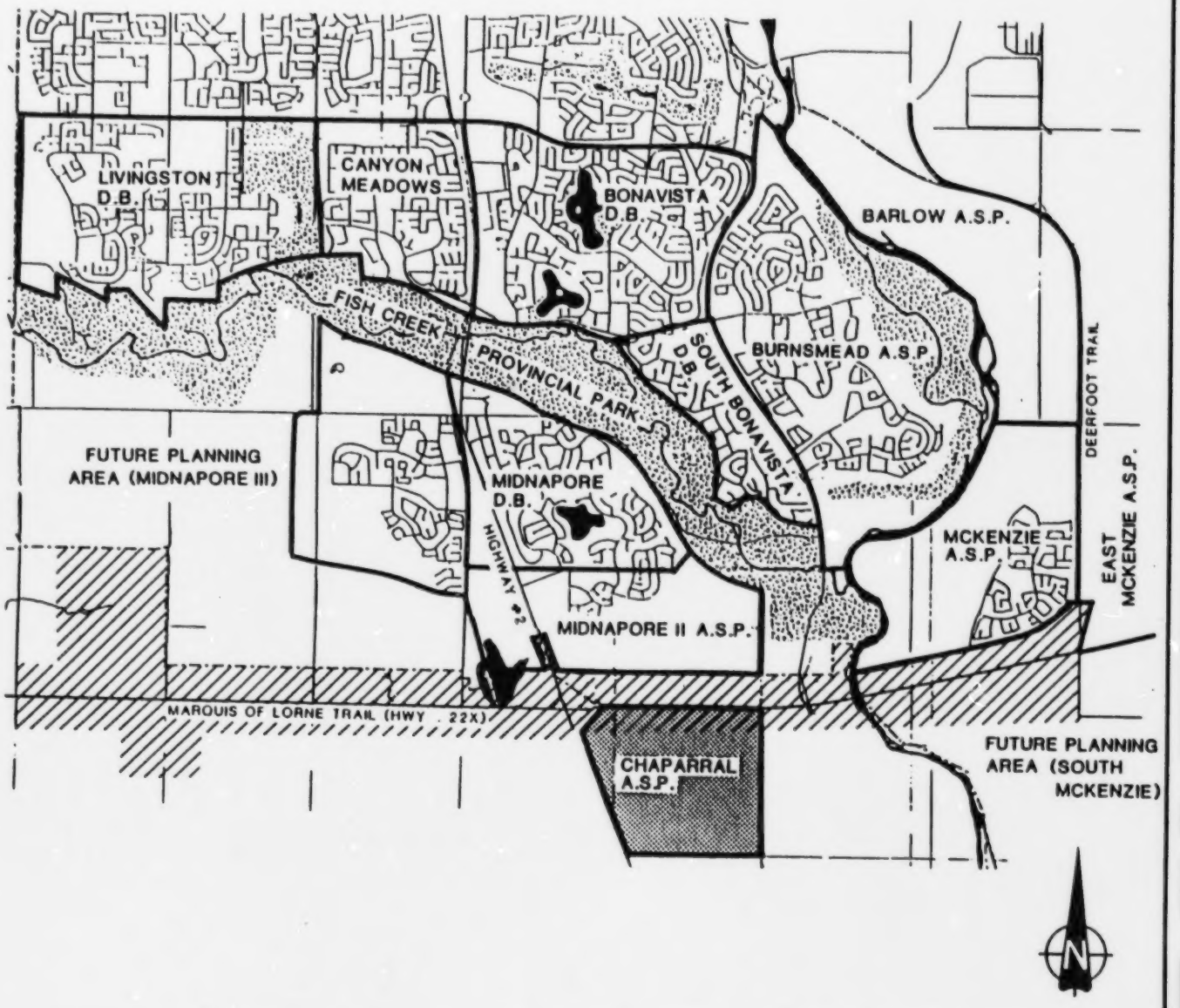
Together, these documents define the existing land use policies in the areas north, northeast and northwest of Chaparral, and identify certain components of the future transportation network being considered for this growth corridor.

The key land use policies established by these plans may be summarized as follows:

1. An employment centre is to be located at 162 Avenue S.W. and the C.P.R. right-of-way in conjunction with a possible L.R.T. station (Shawnessy Centre).

2. Commercial uses are to be located immediately east and west of Macleod Trail.

3. Low density residential communities incorporating pockets of medium density, supporting commercial and recreational facilities, are to be located east and west of the commercial area along Macleod Trail (Midnapore, Sundance, Millrise and Shawnessy).



CHAPARRAL

MAP 4

TITLE

PLANNING CONTEXT

LEGEND

- STUDY AREA
- TRANSPORTATION AND UTILITY CORRIDOR
- D.B. — APPROVED DESIGN BRIEF
- A.S.P. — APPROVED AREA STRUCTURE PLAN

DATE

MAY 1988

THE CITY OF CALGARY

0 1/2 1 MILE

0 1 2 KM

4.1.2 Transportation Policy Context

1. Transportation Improvement Priorities Study, Update (TIPS), 1986

   This study evaluated a number of city-wide transportation improvements to be considered for implementation between 1985 and 1996. Nine projects were selected as high priority, including the extension of L.R.T. from Anderson Road station to Midnapore, and the construction of the Anderson Road interchange with MacLeod Trail (1991-1994).

2. South Calgary Transportation Study, 1988

   The study defined the transportation improvements required as a result of population growth in the communities south of Fish Creek.

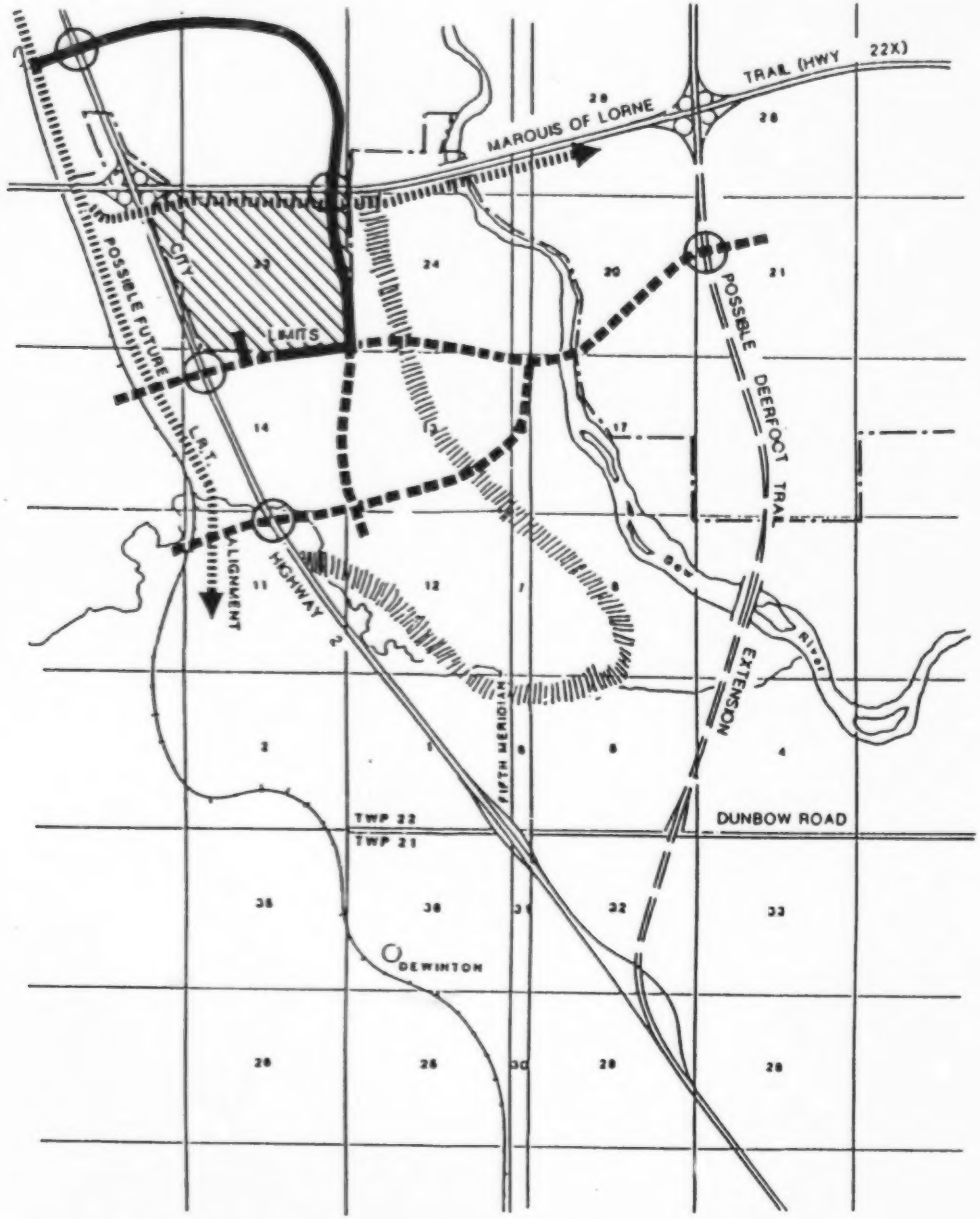
4.1.3 Transportation Network (Map 5)

The regional transportation network in the general area consists of the following major corridors:

1. Marquis of Lorne Trail: This road is located within the Transportation and Utility Corridor which surrounds most of Calgary's presently built-up area. A major ring road will eventually be constructed in this corridor, of which Marquis of Lorne Trail and the future Sarcee Trail will form its southern and western links, respectively. This road will provide for regional traffic distribution as well as local access to urban areas.

2. Deerfoot Trail Extension: Alberta Transportation commissioned a study to examine and recommend an alignment for the future extension of the Deerfoot Trail to Highway 2. The recommended alignment is shown on Map 5.

   The timing of the construction of the Deerfoot Trail extension is uncertain. For the present, it is considered a long-term plan to be implemented possibly within the next ten to twenty years.



CHAPARRAL

MAP 5

TITLE REGIONAL TRANSPORTATION SYSTEM

LEGEND

- FREEWAY OR EXPRESSWAY
- POSSIBLE FUTURE FREEWAY OR EXPRESSWAY
- MAJOR ROAD
- POSSIBLE FUTURE MAJOR ROAD
- POSSIBLE FUTURE LRT ALIGNMENT
- CHAPARRAL

DATE
MAY 1988

THE CITY OF CALGARY

0 1/2 1 MILE
0 1 2 KM

3. Highway 2 (Macleod Trail): This four lane divided road is the main approach to the city from the south. With the implementation of the future Deerfoot Trail extension, Highway 2 will function as an urban expressway, providing indirect access to the adjacent commercial services and the surrounding urban residential uses.

4. Dunbow Road: This rural two lane road provides local access to the surrounding residential acreages. With future improvements, the road will connect the proposed Deerfoot Trail extension to Macleod Trail.

5. L.R.T.: Planning documents dealing with the areas of Midnapore I, Midnapore II, and McKenzie have identified potential L.R.T. alignments. The C.P.R. right-of-way is shown as a potential route, with three possible extensions serving the surrounding area:

   I. An extension in the westerly direction along 162nd Avenue.

   II. An extension south along the C.P.R. right-of-way to the south.

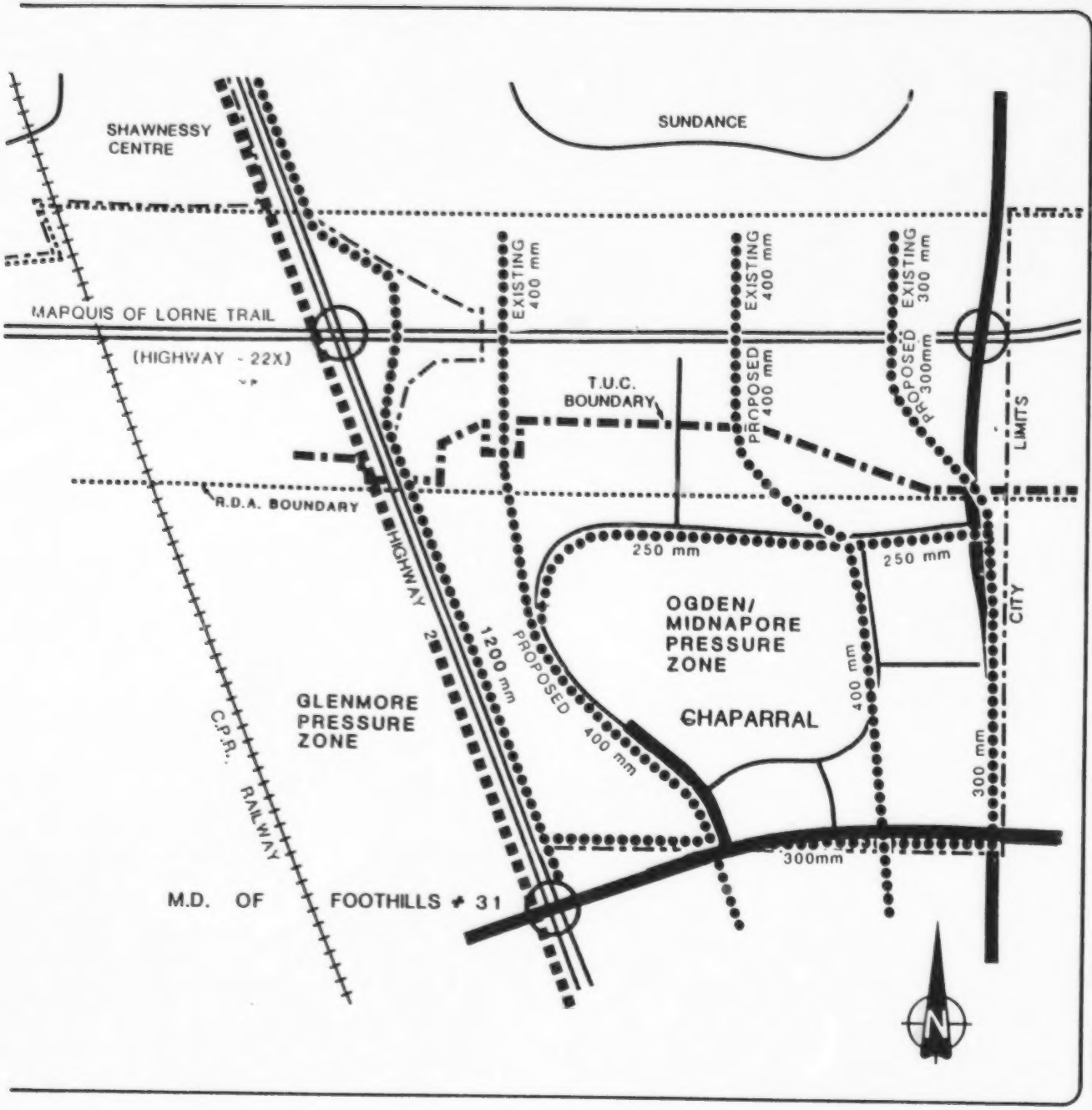
   III. An extension in the easterly direction along the T.U.C. corridor.

   Further transportation analysis is required to determine which of these alignments, if any, is appropriate for implementation.

5.1 SERVICING

5.1.1 Water Supply (Map 6)

Chaparral is located within the Ogden-Midnapore water pressure reduced zone. Three tie-ins from Sundance are required to service this area. No major municipal investment is needed to service Chaparral, but further development to the east, west or south will require the construction of a water storage reservoir in the vicinity of 162 Avenue and 14 Street S.W. and and 1200 mm main feeder on the east side of Highway 2.



CHAPARRAL

MAP 6

TITLE

WATER SUPPLY

LEGEND

PRESSURE ZONE BOUNDARY

WATER MAIN/ FEEDER

DATE

MAY 1988

THE CITY OF CALGARY

0 0.25 mi 0.5 mi

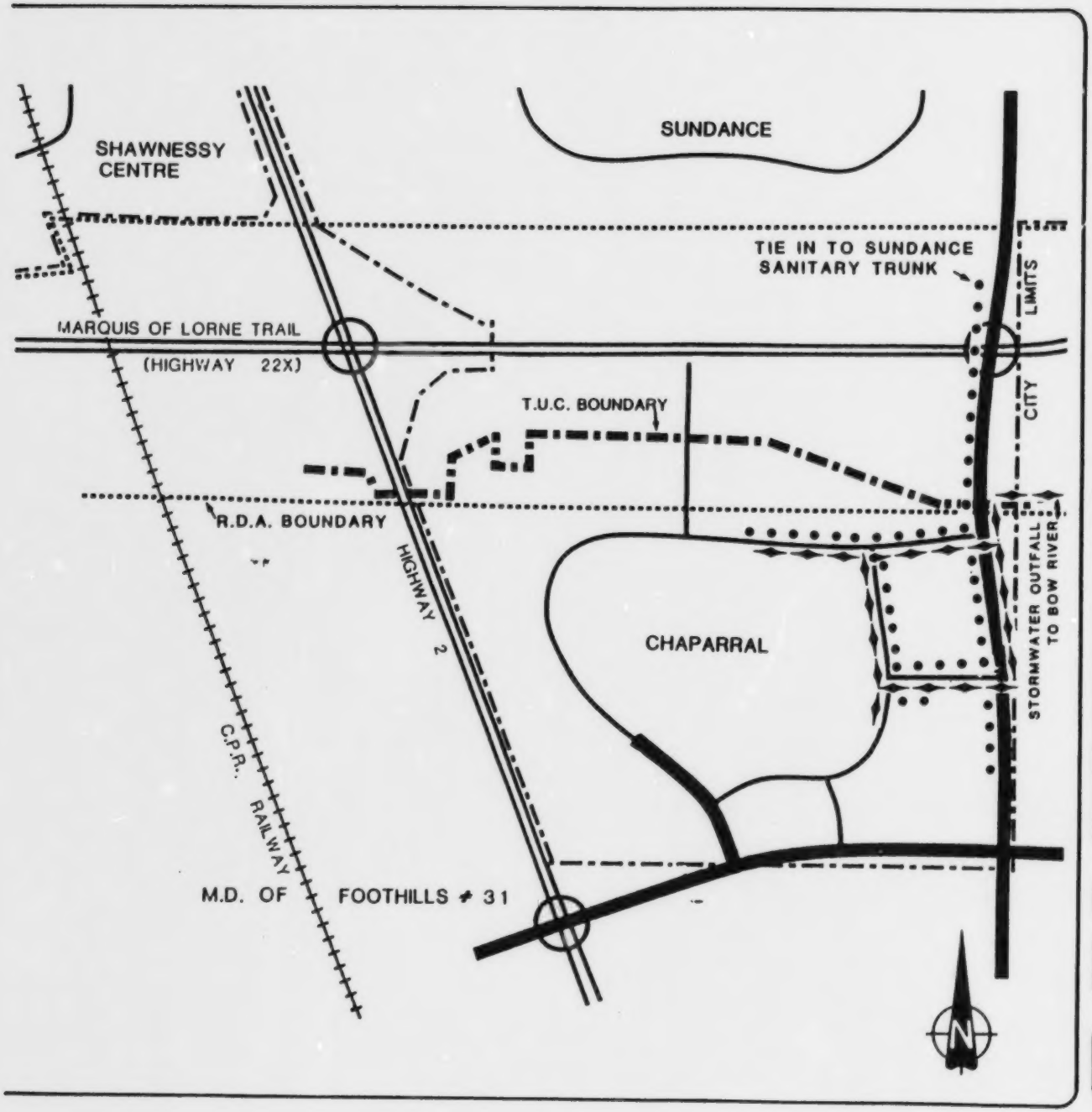
0 400 m 800 m

5.1.2 Sanitary Sewer (Map 7)

The sanitary sewer trunks will drain from the southern and western portions of the study area to the northeastern portion. A connection to the Sundance sanitary sewer will be provided at this location. There is adequate capacity in the Sundance sanitary trunks to allow for this connection.

5.1.3 Storm Sewer (Map 7)

Following the topography of the area, the storm sewer trunks will drain from the south and west to the northeast. A storm sewer trunk will provide a connection to an outfall on the Bow River. This connection may possibly be located within the T.U.C., and will be subject to the approval of Alberta Environment.



CHAPARRAL

MAP 7

TITLE

SEWER SYSTEMS

LEGEND

- SANITARY TRUNK
- STORMWATER TRUNK

DATE

MAY 1988

THE CITY OF CALGARY

0 0.25mi 0.5mi

0 400m 800m

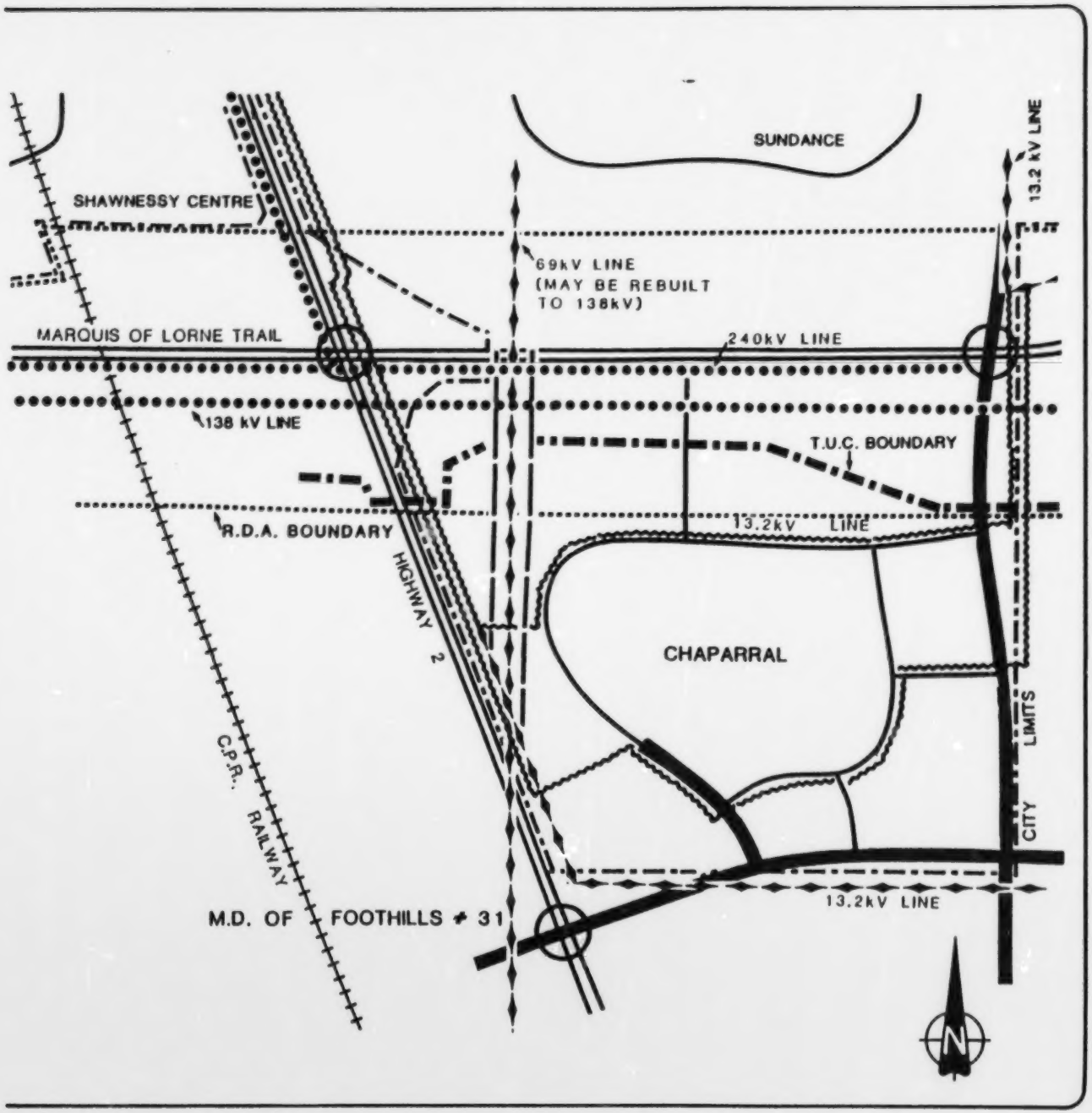
22

5.1.4 Electrical Service (Map 8)

A 69 kV powerline, with 13.2 kV line constructed below it, is currently located along the western boundary of Section 23 (within the power and gas easement). Both powerlines will remain and the 13.2 kV line will tie-in to the proposed feeders to service Chaparral and any further development to the east.

As well, the existing 13.2 kV line along the southern boundary and a portion of the western boundary of the study will remain.

Future electric facilities will include a 138 kV line to be located within the T.U.C. boundaries south of Marquis of Lorne Trail and along the west side of MacLeod Trail (in Shawnessy). Consideration is also being given to a future 240 kV line south of Marquis of Lorne Trail and to rebuilding the existing 69 kV line along the western boundary of Section 23 to 138 kV line.



CHAPARRAL

MAP 8

TITLE
ELECTRICAL SERVICE

LEGEND

- EXISTING LINE
- PROPOSED FEEDER
- FUTURE LINE (PROPOSED OR UNDER CONSIDERATION)
- 18m EASEMENT REQUIRED

DATE
MAY 1988

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25mi 0.5mi
0 400m 800m

5.1.5 Natural Gas (Map 9)

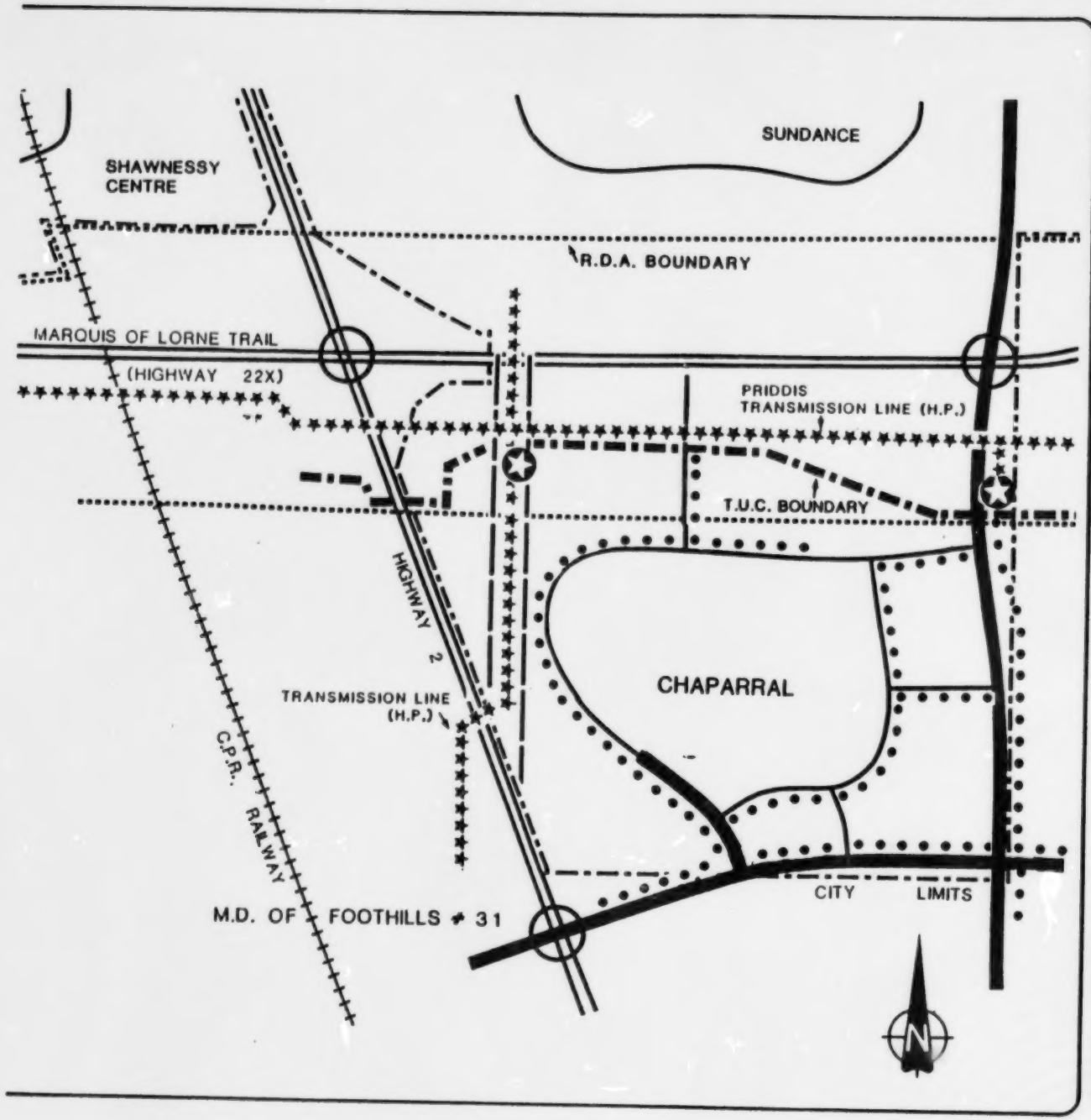
The high pressure Priddis transmission line will supply Chaparral with natural gas through a connection in northeastern portion of the study area. A regulator station will be required on a site 15 metres by 15 metres along this connection, to be located preferably within the T.U.C. area.

The major distribution mains in Chaparral will follow the street layout roughly as shown on Map 9.

The two high pressure pipelines and a regulator station presently located along the western boundary of Section 23 will remain and their rights-of-way will be protected. Current City policy also requires a 15 metre building setback from any high pressure pipeline.

5.1.6 Telephone and Cable T.V. (Map 9)

Chaparral can be serviced with telephone and T.V. cables. However, since certain A.G.T. facilities are currently located within the study area, their relocation may be necessary prior to development and should be arranged with A.G.T.



CHAPARRAL

MAP 9

TITLE
NATURAL GAS AND TELEPHONE

LEGEND

- TRANSMISSIN LINE
- GAS FEEDER
- EXISTING GAS AND POWER RIGHT-OF-WAY
- REGULATOR STATION

DATE
MAY 1988

THE CITY OF CALGARY

0 0.25mi 0.5mi
0 400m 800m

6.1 COMMUNITY SERVICES

6.1.1 Police Service

The study area will be serviced from the Police District Office #6, located at 8325 Bonaventure Drive S.E.

6.1.2 Fire Protection

Fire Station #26, located at 271 Midpark Boulevard (in Midnapore), will provide fire protection for Chaparral. The most likely route from this fire station to the study area will be Sunvalley Boulevard which connects directly into the northeastern corner of the study area.

6.1.3. Library Service

The Calgary Public Library Board is currently evaluating future city-wide needs for library branches. The results of this evaluation will provide a basis for identifying possible future locations in various parts of the city, which may affect the service available to Chaparral's residents.

At present, the nearest library is the Fish Creek Area Branch, located at 11161 Bonaventure Drive S.E. A bookmobile also stops regularly at the Midnapore Mall.

6.1.4 Social Services

Municipal social services will be provided from the Heritage Area Office, located at 8500 MacLeod Trail. Provincial social services will be provided from the Willow Park District Office located at 10325 Bonaventure Drive S.E. Future needs will be monitored and another municipal area office may be reqiird to serve Calgary's southern communities.

6.1.5 Public Health Services

The Midnapore District Office, in the Midnapore Mall at 240 Midpark Way S.E., will provide public health service to the residents of Chaparral. The nearest hospital is the Rockyview General Hospital, approximately 12.8 kilometres (8 miles) away.

Another hospital may possibly be located in the vicinity of Shawnessy Centre.